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SUBJEC: The Malesice-Prague XI Plant of the United AIRCRAFT WORKS, National Corporation NO OF PAGES: 2

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DATE OF INFO: [REDACTED] (LISTED BELOW) 458

25X1X SUPPLEMENT TO REPORT NO.

*INFO CIA*

1. The Malesice-Prague XI plant of the United Aircraft Works National Corporation, employs about 500 persons, 30 to 40 of whom are clerks, in the construction of jet aircraft engines and overhauling both light and heavy aircraft engines of the conventional type. Prior to its association with United Aircraft, the Malesice plant was a subsidiary of CKD. Soviet control in the plant consists of an unspecified number of engineers; MNO (Ministry of Defense) supervision is conducted by officers of the LVU (Military Aircraft Research Institute) at Letnany. The factory's personnel include:

Ing. (fmu) Zvacek	Plant manager, a retired colonel, age 55, tall, stout, graying hair, walks with a swinging gait, a Communist from necessity.
(fmu) Sorec	Operation (sic) chief, Czech, short, slim, grey hair, wrinkled face. (2)
Vaclav Valek	Chief of the "detail-shop" (sic) department, age 35, short, stout, black hair, wears glasses.

2. Almost all the plant's production is concentrated in the main hall and is divided into three departments. The first department is for the construction of jet engines, which are an improved model of the German Me-262 engine. Engine improvements were started in 1946, continuing to the end of 1947, and were confined to parts modifications; the basic engine design remained unaltered. The brake testing of the improved engine was done at the plant, while Major (fmu) Manak of the LVU conducted the aerial tests at the Kbely and Letnany airfields.(3) Actual production began in the autumn of 1949 and has continued to date uninterrupted.

3. The main improvements over the German model achieved are considerably greater thrust and lower fuel consumption. The only weak point is the unaltered German two-cylinder Riedel starting engine which was designed to operate for approximately 7 minutes and to drive the turbine to about 15,000 rpm. The starting engines built in May 1951 ran well, but for a maximum of only 4 minutes; it is believed the trouble lies in an inadequate cooling system.

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CENTRAL INTELLIGENCE AGENCY

- 2 -

4. The second department is for overhauling conventional aircraft engines for heavy aircraft and is also in the main hall. Mainly German types undergo repairs here. Repairs to conventional engines of light aircraft forms the third department. The remaining shops both within and without the main hall are auxiliary sections subordinate to the plant's production as given. The factory constructs most of its own parts, exclusive of special items such as rotor blades and bearings, which are delivered by the Poldi Steel Works in Kladno. (4)
5. The plant is well guarded by a military guard unit believed to be stationed at Kbely. There is also a large Workers' Militia and a permanent fire brigade capable of coping with any fires.

(1)

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25X1A (2) [redacted] Comment: Source probably means by operation chief that source is the production chief.

25X1A (3) [redacted] Comment: For the aerial tests the engines were suspended beneath a German-type bomber.

25X1A (4) [redacted] Comment: Source fails to specify the type of blade to which he makes reference, but it is assured that rotor blades for jet aircraft are meant rather than conventional propeller blades.

Attachment: Plan of the Malesice Plant of the United Aircraft Works, with key.

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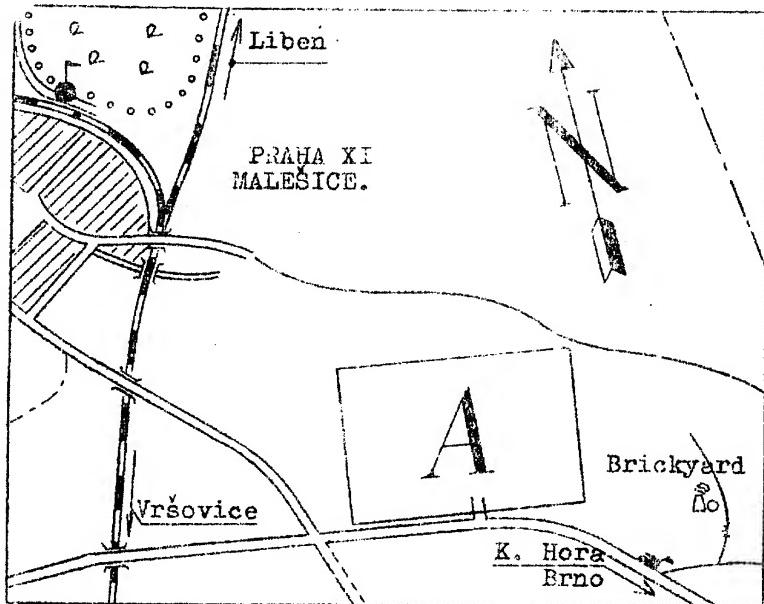
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ATTACHMENT I

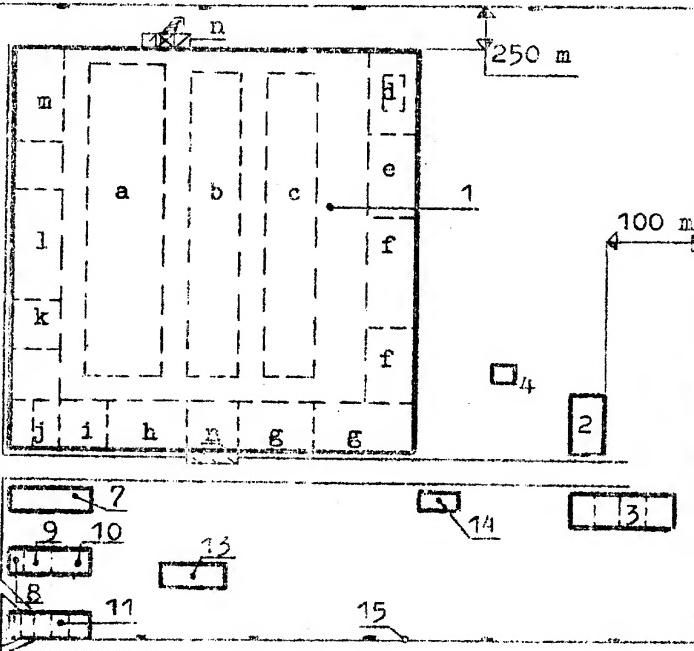
United Aircraft, Inc., Nat. Corp., Workshop Malesice - Prague XI.  
Spojene Letecke avody, Jar-toda., Provozovna Malesice - Praha XI.  
Situation and detail of the factory.

Situation Plan.

Scale: 1 : 15,000.

Detail of the Workshop "A".

Scale: 1 : 1,500

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ATTACHMENT I

- 2 -

Key

1. Main hall
  - a. Assembly of jet engines
  - b. Assembly of heavy prop engines  
(Argus, Junkers etc.)
  - c. Assembly of light prop engines (Hirth etc.)
  - d. Varnishing room
  - e. Locksmith shop
  - f. Tinsmith shop
  - g. Warehouses
  - h. Offices
  - i. Office of operation chief
  - j. Welding shop
  - k. Toolroom
  - l. Cadmium plating shop
  - m. Boiler house, compressor
  - n. Cranes
2. Torque stand for jet engines
3. Torque stand for prop engines
4. Stand for testing props
5. Parts warehouse
6. Warehouses
7. Lavatory, dressing room
8. Managers' office
9. Construction offices
10. Administration offices
11. Guard room, dispensary, Workshop Militia, soldiers' billets, fire brigade, stores of arms and ammunition
12. Fire brigade warehouse
13. Fuel storage
14. Canteen
15. Fence

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